

in Portland, Oregon captured first place in the 2003 Unisys Corporation Prize in the Online Science Education competition, administered by the American Association for the Advancement of Science (AAAS).

Working with the Oregon Museum of Science and Industry (OMSI), the Franklin High School team placed above nine other entries, all of which were charged with conducting scientific inquiry on flight and presenting their findings on the Internet.

This contest is part of a national science project sponsored by AAAS, the Franklin Institute Science Museum, and Unisys Corporation in affiliation with the Science Learning Network. The competition allows students to learn about science and technology while raising public awareness of the need for improved science education while fostering relationships between community museums and local students. Each group of students entering the competition is partnered with a local museum to conduct scientific experiments and create a Web site.

The team from Franklin High School explored flight through several projects—from participating in a teleconference with NASA's Johnson Space Center to conducting a glider design competition. The gliders were built with the help of software which allowed the students to adjust wing length, angle, nose weight, and a variety of other factors on a "virtual glider" to see which designs would fly. Their efforts were shared via the Internet with students and teachers from across the country.

Fifty-one students from Franklin High School participated in this competition: Alisa Bayona, Camille Buckles, Ryan Buckmier, Carlos Camargo-Ciriaco, Trisha Cates, Dara Chan, Sarah Combs, Dustin Conant, Miguel Couto, Itzia De Anda, David Galloni, Suzanne Hansen, Brandon Harris, Jack Healy, Yadira Herrera, Kenneth Hughes, Josh Kizaway, Melissa Larkin, Brandon Lewis, Jesse McKenzie, Joshua Pangelinan, Ben Pharis, Kendall Stout, Jessica Strom, Ryan Waltz, Jason Yu, Tim Crowell, Angelina Dudley, Donald Fitzjarrell, Candyce Harris, Sean Johnson, Kashius Lewis, Ryan Nate Lewis, Kandie Madden, Ryan Manansala, Brittni McComb, Will Mullen, Jackie Myers, Mike Owens, Ben Pharis, Lynea Price, Whitney Ramirez, Jessica Reitan, Sara Ruecker, Oleg Shcherbina, Austin Stoner, Efrain Tapia, Lisa Trump, Chris Wiseman, Jasmine Woodfork-Moore, Liliya Zaytseva.

TRIENNIAL REVIEW

HON. BOBBY L. RUSH

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 21, 2003

Mr. RUSH. Mr. Speaker, yesterday marked the third month anniversary since the Federal communications Commission, FCC, voted to approve its controversial Triennial Review decision and still no written order has been issued by the Commission. I think many of us in this Chamber find it incredible that our troops invaded Iraq and ousted Saddam Hussein in less time than it takes for the FCC to write an order on which it has already agreed. This delay leaves an important segment of our economy and its employees in legal and economic limbo.

Mr. Speaker, the Triennial Review offered the FCC the unique opportunity to boost the nation's economy and not only save jobs—but create jobs as well. The Commission, however, responded to the challenge by issuing a ruling that is contradictory—largely deregulating broadband on one hand while, on the other, continuing the enormous regulatory burden of requiring large local phone companies to lease their lines at below cost rates to competitors.

In conclusion, the FCC has succeeded in creating uncertainty in the marketplace, and uncertainty on Wall Street typically converts to financial disaster. The order that is now being written at the FCC will consist of several hundred pages of regulatory detail. And as we know when dealing with the Federal bureaucracy, the devil is most definitely in the detail. I urge the Commission and its staff to finish its work on the Triennial Review order as quickly as possible so we can begin the tedious legal process of examining these details. Let us not forget that the jobs of thousands of hard working men and women, and the renewed health of our Nation's economy, are at stake.

PORT SECURITY IMPROVEMENTS ACT OF 2003

HON. DOUG OSE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 21, 2003

Mr. OSE. Mr. Speaker, today, I rise to introduce a bill entitled the "Port Security Improvements Act of 2003." I am pleased to have five other original co-sponsors of this bi-partisan legislation, including: JOHN TIERNEY, who is the Ranking Member of the Government Reform Subcommittee which I chair; BILL JANKLOW, who is the Vice Chairman of my Subcommittee; and JANE HARMAN, who ably represents the Port of Los Angeles.

The tragic events of September 11, 2001 shook the confidence of the U.S. government and its citizens in the Nation's security. On November 19, 2001, the President signed the Aviation and Transportation Security Act. This law established "emergency procedures" for the Federal Government to issue interim final regulations without the usual opportunity for public notice and comment, as provided in the Administrative Procedure Act. To ensure Congressional and public input into the regulatory decisionmaking process, the Government Reform Subcommittee on Energy Policy, Natural Resources and Regulatory Affairs, which I chair, held a November 27th hearing entitled "What Regulations are Needed to Ensure Air Security?"

Congress then turned its attention to port security. On November 25, 2002, the President signed the Maritime Transportation Security Act. This law similarly provided for some interim final regulations without any public notice and comment but did not establish deadlines for their issuance. To provide Congressional and public input into the regulatory decisionmaking process, my Subcommittee held an April 24, 2003, hearing entitled "What Regulations are Needed to Ensure Port Security?"

The U.S. maritime system includes more than 300 ports with more than 3,700 cargo and passenger terminals. The vast maritime

system is particularly susceptible to terrorist attempts to smuggle personnel, weapons of mass destruction, or other dangerous materials into the U.S. And, terrorists could attack ships in U.S. ports. A large-scale terrorist attack at a U.S. port would cause widespread damage and seriously affect our economy.

To date, Congress has provided extensive Federal funding to fully ensure air security. In contrast, Congress has not provided sufficient Federal funding to fully ensure port security.

The witnesses at my Subcommittee hearing made several thoughtful recommendations, including: (a) the urgency for the Department of Homeland Security to issue a regulation governing a standardized "smart" common Transportation Worker Identification Credential; (b) the need for some standardization of security requirements for each U.S. port, each facility in a U.S. port, and each vessel entering a U.S. port; and, (c) the need for an additional significant Federal investment in port security. Currently, the U.S. Customs Bureau collects \$15.6 billion in duties on commodities entering the U.S. through marine transportation. My bill directs a portion of these duties toward port security enhancements. In addition, my bill sets deadlines for issuance of regulations governing transportation security cards, and requires regulations that include a national minimum set of standard security requirements for ports, facilities, and vessels.

To understand the logic for dedicating a portion of Customs duties, let's look at the Port of Los Angeles. It is the busiest port in the U.S. and the seventh busiest in the world. It encompasses 7,500 acres. In 2002, Custom duties collected in this port accounted for 32 percent of all Customs duties collected in all U.S. seaports. However, since passage of the Maritime Transportation Security Act, this port has only received a small fraction of what it needs for port security enhancements and a substantially inadequate share of the funding distributed to date relative to its importance in the commerce of this country.

Since America's ports are crucial to our economic well being, it is essential that we find the right balance between increasing port security while not impeding the flow of commerce and trade. As a Republican, I am sensitive to the costs of excessive government regulation. But, in a post September 11th world, I realize that we must take additional precautions to protect our fellow citizens and our economy. We need to make sure that our ports are safe. I am not convinced that they are safe today.

The Port Security Improvements Act will ensure that America's ports receive the security upgrades they need. This legislation links customs duties collected in our ports to investments in greater security at these ports. All of us recognize the tremendous importance that international trade plays in our economy.

RECENT COURT DECISIONS IN GUATEMALA SERIOUSLY UNDER- MINE HUMAN RIGHTS

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 21, 2003

Mr. LANTOS. Mr. Speaker, I was deeply disturbed to learn that an appeals court in